

To-day's Advertisements.

THEATRE ROYAL CITY HALL.

Lessee and Proprietors:
Mrs. N. CHESTER,
Messrs. A. H. & E. J. POLLARD.
**TO-NIGHT
AND EVERY EVENING.**
The first great event in the Colony of the
20th CENTURY.

Under the distinguished Patronage of
H.E. Sir HENRY BLAKE, G.C.M.G.

POLLARD'S LILLIPUTIAN OPERA CO.

OF 50 PERFORMERS.

**TO-NIGHT,
TO-MORROW NIGHT AND THURSDAY
NIGHT.**
LAST 3 PERFORMANCES OF
The enormously successful American
production.

"THE BELLE OF NEW YORK,"

In Two Acts of Six Scenes.

FRIDAY NEXT,
The enormously successful Military Musical
Comedy.

"THE GAITY GIRL."

NEXT SATURDAY AFTERNOON,
at 3.30 P.M.

2ND GRAND MATINEE,
"A GAITY GIRL."

Children, Amateurs, Schools, Soldiers and
Sailors in Uniform, Half price.

PLAN at ROBINSON'S. PRICES AS USUAL.
Doors Open at 8 P.M.

Performance starts punctually at 9 P.M.
Carriages at 11.15 P.M.

The Star Ferry Co. has kindly consented to
delay the last ferry to 12.15. Arrangements
have been made with the Peak Tramway Co.
to run a Special Tram a quarter of an hour
after the Performance.

A. LEVEY, Business Manager.
A. H. POLLARD, Manager.
Hongkong, 15th January, 1901. [1514b]

THE AVALANCHE HERE!

HARMSTON'S GRAND CIRCUS

ROYAL MENAGERIE

PERFORMING WILD ANIMALS.

New attractions in all departments. New
artists. New acts. New features. Every act
a novelty and a perfect revelation.

A WORLD'S FAIR OF MODERN
"MARVELS."

THE GREATEST & MOST SUPERB
SHOW EVER DEvised BY MEN.

THE LARGEST CIRCUS AND MENA-
GERIE TRAVELLING.

THE ROYAL BENGAL TIGER "DUKE,"
The Largest even seen in Captivity.

THE MONSTER ELEPHANT "BABE,"
THE BABY ELEPHANT "TOPSY,"
The Twentieth Century Wonders.

LOCATION (RECREATION GROUND
(Near the RACE COURSE).

GRAND OPENING NIGHT—
TO-MORROW (WEDNESDAY)
EVENING.

16th January, 1901.

DOORS OPEN at 8 P.M. COMMENCE at
9 P.M. Sharp.

A.B.—Positively no Half-price to Evening
Shows.

FIRST GRAND MATINEE,
SATURDAY AFTERNOON, January 19th.

Children Half-price to all parts at Matinees
only.

Doors Open at 3 P.M. Performance at 4 P.M.

MATINEE every WEDNESDAY and
SATURDAY.

PRICE OF ADMISSION.

Box Seat \$3.00

Dress Circle Chairs 2.00

Stalls, Carpeted Seats 1.00

Gallery50

Europeans will not be allowed in the Gallery.
Box Office—ROBINSON PIANO Co., Queen's
Road.

NOTICE I! Late Train to Peak.
Late Ferry to Kowloon.

Mrs. HARMSTON LOVE, Proprietress.
ROBERT LOVE, Manager.
COL. CHAS. B. HICKS, Representative.
HANS DREWITZ, Agent.
Hongkong, 15th January, 1901. [61c]

HONGKONG ST. ANDREW'S SOCIETY.

SCOTCH CONCERT,

IN
ST. GEORGE'S HALL,
ON
FRIDAY, the 25th January, 1901,
at 9 P.M.

To Celebrate the Anniversary of the Birth of
ROBERT BURNS.

SOLOS will be given by Mrs. MUDIE, Mrs.
LOWSON, Mr. ALEC MARSH, Capt. The
Hon. H. W. F. TREFUSIS, F. PETELLA, H.M.S.
Barfleur (CELLO), and P. LICARI, H.M.S.
Barfleur (VIOLIN); and PART SONGS by a
CHOIR of MALE VOICES.

By Permission of the Admiral and Officers,
the Band of H.M.S. Barfleur will play Selections
of SCOTCH MUSIC.

Booking at ROBINSON'S.

PRICES OF ADMISSION—\$3 & \$2.
Hongkong, 15th January, 1901. [69c]

ROYAL HONGKONG YACHT CLUB REGATTA.

MEMBERS of the ROYAL HONGKONG
YACHT CLUB can obtain TICKETS of
ADMISSION to the Flagship for themselves
and their Friends on application to Messrs. A.
DENISON and C. H. GALE, of the HON.
SECRETARY on and after THURSDAY, the
17th instant.

A Launch will run between Kowloon Ferry
Pier and the Flagship from 11.30 A.M.
Hongkong, 15th January, 1901. [67c]

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

No. 6.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held at the Offices of the Public Works
Department, on

MONDAY,
the 21st day of January, 1901, at 3 P.M., are
published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 15th January, 1901. [60c]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday,
the 21st day of January, 1901, at 3 P.M., at the
Offices of the Public Works Department, by Order of
His Excellency the Governor, of One Lot of
CROWN LAND, at Mong Kok Tsui, Kowloon,
in the Colony of Hongkong, for a term of 75
Years, with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of Her
Majesty the QUEEN, for one further term of 75
years.

PARTICULARS OF THE LOT.

Locality.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Upset Price.
Known as Lot 1.	ft. in. ft. in.	ft. in.	\$	\$
Lot 2.	ft. in. ft. in.	ft. in.	\$	\$
Lot 3.	ft. in. ft. in.	ft. in.	\$	\$
Lot 4.	ft. in. ft. in.	ft. in.	\$	\$
Lot 5.	ft. in. ft. in.	ft. in.	\$	\$
Lot 6.	ft. in. ft. in.	ft. in.	\$	\$
Lot 7.	ft. in. ft. in.	ft. in.	\$	\$
Lot 8.	ft. in. ft. in.	ft. in.	\$	\$
Lot 9.	ft. in. ft. in.	ft. in.	\$	\$
Lot 10.	ft. in. ft. in.	ft. in.	\$	\$
Lot 11.	ft. in. ft. in.	ft. in.	\$	\$
Lot 12.	ft. in. ft. in.	ft. in.	\$	\$
Lot 13.	ft. in. ft. in.	ft. in.	\$	\$
Lot 14.	ft. in. ft. in.	ft. in.	\$	\$
Lot 15.	ft. in. ft. in.	ft. in.	\$	\$
Lot 16.	ft. in. ft. in.	ft. in.	\$	\$
Lot 17.	ft. in. ft. in.	ft. in.	\$	\$
Lot 18.	ft. in. ft. in.	ft. in.	\$	\$
Lot 19.	ft. in. ft. in.	ft. in.	\$	\$
Lot 20.	ft. in. ft. in.	ft. in.	\$	\$
Lot 21.	ft. in. ft. in.	ft. in.	\$	\$
Lot 22.	ft. in. ft. in.	ft. in.	\$	\$
Lot 23.	ft. in. ft. in.	ft. in.	\$	\$
Lot 24.	ft. in. ft. in.	ft. in.	\$	\$
Lot 25.	ft. in. ft. in.	ft. in.	\$	\$
Lot 26.	ft. in. ft. in.	ft. in.	\$	\$
Lot 27.	ft. in. ft. in.	ft. in.	\$	\$
Lot 28.	ft. in. ft. in.	ft. in.	\$	\$
Lot 29.	ft. in. ft. in.	ft. in.	\$	\$
Lot 30.	ft. in. ft. in.	ft. in.	\$	\$
Lot 31.	ft. in. ft. in.	ft. in.	\$	\$
Lot 32.	ft. in. ft. in.	ft. in.	\$	\$
Lot 33.	ft. in. ft. in.	ft. in.	\$	\$
Lot 34.	ft. in. ft. in.	ft. in.	\$	\$
Lot 35.	ft. in. ft. in.	ft. in.	\$	\$
Lot 36.	ft. in. ft. in.	ft. in.	\$	\$
Lot 37.	ft. in. ft. in.	ft. in.	\$	\$
Lot 38.	ft. in. ft. in.	ft. in.	\$	\$
Lot 39.	ft. in. ft. in.	ft. in.	\$	\$
Lot 40.	ft. in. ft. in.	ft. in.	\$	\$
Lot 41.	ft. in. ft. in.	ft. in.	\$	\$
Lot 42.	ft. in. ft. in.	ft. in.	\$	\$
Lot 43.	ft. in. ft. in.	ft. in.	\$	\$
Lot 44.	ft. in. ft. in.	ft. in.	\$	\$
Lot 45.	ft. in. ft. in.	ft. in.	\$	\$
Lot 46.	ft. in. ft. in.	ft. in.	\$	\$
Lot 47.	ft. in. ft. in.	ft. in.	\$	\$
Lot 48.	ft. in. ft. in.	ft. in.	\$	\$
Lot 49.	ft. in. ft. in.	ft. in.	\$	\$
Lot 50.	ft. in. ft. in.	ft. in.	\$	\$
Lot 51.	ft. in. ft. in.	ft. in.	\$	\$
Lot 52.	ft. in. ft. in.	ft. in.	\$	\$
Lot 53.	ft. in. ft. in.	ft. in.	\$	\$
Lot 54.	ft. in. ft. in.	ft. in.	\$	\$
Lot 55.	ft. in. ft. in.	ft. in.	\$	\$
Lot 56.	ft. in. ft. in.	ft. in.	\$	\$
Lot 57.	ft. in. ft. in.	ft. in.	\$	\$
Lot 58.	ft. in. ft. in.	ft. in.	\$	\$
Lot 59.	ft. in. ft. in.	ft. in.	\$	\$
Lot 60.	ft. in. ft. in.	ft. in.	\$	\$
Lot 61.	ft. in. ft. in.	ft. in.	\$	\$
Lot 62.	ft. in. ft. in.	ft. in.	\$	\$
Lot 63.	ft. in. ft. in.	ft. in.	\$	\$
Lot 64.	ft. in. ft. in.	ft. in.	\$	\$
Lot 65.	ft. in. ft. in.	ft. in.	\$	\$
Lot 66.	ft. in. ft. in.	ft. in.	\$	\$
Lot 67.	ft. in. ft. in.	ft. in.	\$	\$
Lot 68.	ft. in. ft. in.	ft. in.	\$	\$
Lot 69.	ft. in. ft. in.	ft. in.	\$	\$
Lot 70.	ft. in. ft. in.	ft. in.	\$	\$
Lot 71.	ft. in. ft. in.	ft. in.	\$	\$
Lot 72.	ft. in. ft. in.	ft. in.	\$	\$
Lot 73.	ft. in. ft. in.	ft. in.	\$	\$
Lot 74.	ft. in. ft. in.	ft. in.	\$	\$
Lot 75.	ft. in. ft. in.	ft. in.	\$	\$
Lot 76.	ft. in. ft. in.	ft. in.	\$	\$
Lot 77.	ft. in. ft. in.	ft. in.	\$	\$
Lot 78.	ft. in. ft. in.	ft. in.	\$	\$
Lot 79.	ft. in. ft. in.	ft. in.	\$	\$
Lot 80.	ft. in. ft. in.	ft. in.	\$	\$
Lot 81.	ft. in. ft. in.	ft. in.	\$	\$
Lot 82.	ft. in. ft. in.	ft. in.	\$	\$
Lot 83.	ft. in. ft. in.	ft. in.	\$	\$
Lot 84.	ft. in. ft. in.	ft. in.	\$	\$
Lot 85.	ft. in. ft. in.	ft. in.	\$	\$
Lot 86.	ft. in. ft. in.	ft. in.	\$	\$
Lot 87.	ft. in. ft. in.	ft. in.	\$	\$
Lot 88.	ft. in. ft. in.	ft. in.	\$	\$
Lot 89.	ft. in. ft. in.	ft. in.	\$	\$
Lot 90.	ft. in. ft. in.	ft. in.	\$	\$
Lot 91.	ft. in. ft. in.	ft. in.	\$	\$
Lot 92.	ft. in. ft. in.	ft. in.	\$	\$
Lot 93.	ft. in. ft. in.	ft. in.	\$	\$
Lot 94.	ft. in. ft. in.	ft. in.	\$	\$
Lot 95.	ft. in. ft. in.	ft. in.	\$	\$
Lot 96.	ft. in. ft. in.	ft. in.	\$	\$
Lot 97.	ft. in. ft. in.	ft. in.	\$	\$
Lot 98.	ft. in. ft. in.	ft. in.	\$	\$
Lot 99.	ft. in. ft. in.	ft. in.	\$	\$
Lot 100.	ft. in. ft. in.	ft. in.	\$	\$

Lot 1. Known as Lot 1. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 2. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 3. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 4. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 5. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 6. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 7. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 8. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 9. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 10. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 11. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 12. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 13. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 14. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 15. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 16. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 17. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 18. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 19. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 20. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 21. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 22. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 23. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 24. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 25. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 26. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 27. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 28. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 29. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 30. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 31. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 32. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 33. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 34. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 35. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 36. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 37. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 38. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

Lot 39. 100 ft. by 100 ft. 10,000 sq. ft. \$100.00 \$1,000.00

THE "STAR" FERRY COMPANY, LIMITED.

An extraordinary General Meeting of the "Star" Ferry Company, Limited, was held at the Company's Office to-day at 12.15 p.m., when the following resolution was passed at the Extraordinary General Meeting of the Company held on the 28th day of December, 1900, was submitted for confirmation as a Special Resolution. The Hon. C. P. Chater, Esq. (Chairman), occupied the chair, and there were also present Messrs. Mackay and P. Sachse (directors), E. O'Connell (Secretary), W. Hutton, Potts, R. C. Wilcox, A. J. Raymond, R. N. Moses, G. C. Moxon, and T. H. Reid.

The Secretary read the notice convening the meeting. The Chairman said: "Gentlemen, the business of this meeting is to confirm the Special Resolution which was passed on 28th December last, reading as follows:—That the new Regulations already approved by this meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and the same are hereby adopted as the Regulations of the Company, to the exclusion of all existing regulations thereof." I beg to propose that it be passed.

Mr. R. C. Wilcox seconded and it was carried unanimously.

That was all the business.

COLLISION.

At half past six on Sunday night the *Powan* was steaming from Hongkong and when near Cap-stump she came in collision with a trading junk. The *Powan* left Hongkong at half past five on Sunday night and was due in Canton on Monday morning. A message was sent from Hongkong to Canton, enquiring whether anything had been heard of the *Powan* and a reply was received to the effect that the vessel had arrived with her starboard bow and upper works damaged. The vessel arrived here this morning, however, little worse for the collision. One passenger was killed by being crushed in the superstructure of the *Powan* and two passengers and two seamen on the Hongkong Canton and Macao Steamboat Company's vessel were hurt. Three men were picked out of the water unhurt, by a passing launch. It was not such a serious affair as at first we were led to believe. The junk was not damaged much, let alone sunk, and nobody belonging to the junk was seriously hurt.

The *Powan* herself was damaged in the upper works but not seriously. It is not proposed to put the vessel into dock.

FOOTBALL.

H.K. A.F.C. v. H.M.S. "FERRIBLE."

These teams met at Happy Valley yesterday afternoon, when the following were the players:—

Club:—Goal—Wood; backs—Porter and Looker; half-backs—Bentley, Bounar, and Von der Morden; forwards—Lowe, Lee, Noble, Tulloch, and Clapham.

Terrible:—Goal—Watson; backs—Bartlett and England; half-backs—Jones, Forbes, and Hardy; forwards—Butler, Jones, Holden, Danzie, and Clements.

The Club put the ball in motion, and half a minute later, Noble, receiving a pass from Clapham, opened the scoring. The *Terribles* conceded a corner on the right wing, but they lost nothing by it. From a corner on the right wing the ball was sent over the bar. Lowe took up the play, and shot. The ball, cleverly returned by Watson, was sent back by Noble, and once more fisted out. Relieving a rather dangerous attack, Jones and Butler transferred the ball to the other end of the field. The former passed to Holden, who sent in a long shot from well out that Wood, probably thinking that it was required matter, allowed to roll into the net. This equalised matters. Following on even play in the centre, the *Terribles* left wing carried the leather inside the club's half. A foul against the ground level resulted, and from this Jones scored a second goal for the *Terribles*. Just as the half-time whistle sounded, the *Terribles* forwards were again successful in defeating Wood, and netted the ball for the third time.

Half-Time—*Terribles*, 3; Club, 1.

On the restart play for some time was confined to mid-field, but a break-away by the club forwards resulted in their putting the ball over the bar after some fluctuating play, the leather was relinquished to Clapham, and some hard work on his wing was followed by a corner for the club, which Clapham sent in. Making good use of a slight opening, Danzie got away with the ball for an illegal charge gave which they utilised to such good purpose that Lee was enabled to add another point to their score. Noble captured from the centre kick and breaking down all opposition, the Club forwards worked their way past the *Terribles* defences and once more netted the ball. Lee again sending the ball home. This equalised the scores, and with the object of gaining the winning point, both sides played hard; the *Terribles* ultimately emerged victorious, their centre-forward, Holden, sending in a shot that Wood could not stop.

Result—*Terribles*, 4; Club, 3.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Thursday, the 17th January, at 4.15 p.m.

ORDERS OF THE DAY.

1. Reply from the Honourable Colonial Secretary relative to the filling in of Arapahoe pools at Kennedy Town.

2. Correspondence regarding the urinal immediately west of the Canton and Macao Steamboat Company's wharf.

3. The Vice-President, pursuant to notice, will move.

That the Board appoint a Sub-Committee to draw up a scheme of Sanitary Improvement of the City of Victoria.

4. The Vice-President pursuant to notice, will move.

That before the conditions for provision of open spaces around buildings on the proposed reclamation in front of Praya East be settled, they be referred to the Board for their consideration and advice.

5. Dr. Wm. Hartigan, pursuant to notice, will move.

That the Government be asked to furnish the Board periodically with a copy of the Government Analyst's monthly report on the condition of the water supply of the Colony.

AGENDA.

1. Suggested alteration of Drainage By-law No. 18.

2. Letter from the Surveyor relative to six houses in New Street.

3. Correspondence regarding a proposed Cattle Destructor.

4. Petition relative to the sale of fresh pork outside the precincts of the markets of the Colony, and minutes by the Colonial Veterinary Surgeon thereon.

5. Measures to be taken for the prevention of Malaria, by Sir Michael Foster.

6. Report on the recent outbreak of Plague in Egypt.

7. Statement showing the number of Plague cases and deaths in Bombay City, from October 20th to November 12th, 1900.

8. Further letter relative to Cholera in Singapore.

9. Result of the examinations made under the Sale of Food and Drugs Ordinance, 1896, for the quarter ended 31st December, 1900.

10. Lime-washing return for the fortnight ended January 14th, 1901.

11. Mortality Return from Macao for the weeks ended December 30th, 1900, and January 6th, 1901.

12. Mortality Statistics of this Colony for the weeks ended December 29th, 1900, and January 6th, 1901.

13. Two hundred and forty applications to keep swine and two to keep cattle.

WEDDING.

A very pretty wedding took place at St. John's Cathedral this afternoon, the bride being Miss Mary Powell, eldest daughter of Commander and Mrs. Powell, and the bridegroom Lieutenant G. J. P. Geiger, Royal Welsh Fusiliers. The bride was given away by her father and the ceremony was performed by the Rev. R. F. Colbold, Colonial Chaplain, assisted by the Rev. E. H. Good, Chaplain of H.M.S. *Tamar*.

Amongst those present we noticed H.E. the Governor and Lady Blake, General and Mrs. Gascoigne, Admiral and Lady Bruce, and practically the whole of Hongkong society.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.

Before His Hon. T. Sercombe Smith (Acting Judge).

January 15th.

GASKELL v. STEVENS.

In this case Mr. W. H. Gaskell claimed from Mr. Geo. R. Stevens the sum of \$500 for work done for writing up the books of Messrs. Geo. Stevens and Co., during the period of Mr. F. W. Hall's management, and as agreed, \$1,000; less cash received \$500, leaving a balance of \$500.

Mr. A. W. Mounsey (Messrs. Mounsey and Bruton) appeared for the plaintiff and Mr. J. Hays (Messrs. Johnston Stokes and Master) for the defendant.

Mr. Mounsey asked that Mr. Hays should state his case, but His Lordship ruled that the plaintiff must prove the contract.

Mr. Mounsey said that it was a claim for the payment of \$500, balance due for work done. The contract was entered into between the plaintiff and the defendant to write up the books of the defendant firm during Mr. Hall's management, which extended from 1st April 1898 to 31st December 1899, 21 months in all. Some correspondence passed between the parties. Mr. Gaskell wrote that the books had been kept in a careless manner and that it would take about two months work to get the books in proper order. He wrote that he would undertake the work for the sum of \$1,000. After writing the letters Mr. Gaskell proceeded to write up the books and on the 14th of August he wrote saying that he had posted up everything in the ledger. The cash account and comparative account were badly kept and accounts were mixed up. Evidence was then called.

William Henry Gaskell, accountant, said that he carried out the work of making up the books of the defendant during the 21 months before stated. His terms were \$1,000, \$500 of that sum to be payable in advance. He received \$500 on the 20th June by cheque. He proceeded to carry out the work and on the 14th August he wrote that he had posted up the ledger everything during Mr. Hall's management. On the following day he received a reply asking to have the accounts verified. They were verified by Mr. G. R. Stevens Jr. Subsequently, on the 5th November, he sent all the accounts to the defendant, and on the 12th November, he made special accounts for the ships *Dagmar* and *Loyal*, as requested by the defendant. He then received a letter from Mr. Marshall asking him to go through the *Loyal* account. It was not usual to have accounts verified in such a manner, but he went to the extra trouble to be absolutely correct. The essential accounts which he had to render were a balance sheet and a profit and loss account. The balance sheet was as correct as possible, and was true from the vouchers which the defendant supplied to him. The defendant had sworn an affidavit to the effect that the balance sheet was not true, but it was, as far as possible. He had carried out his arrangement and more. He had applied to the defendant three or four times for payment of the balance \$500, but had not received it.

In answer to Mr. Hays he said that it was his business to make up books of firms. When he undertook the work with the defendant he expected that the vouchers and books would be all supplied to him to work upon. He did not expect to find Mr. Marshall's accounts easy to make out as he had been told that the defendant had been swindled out of \$30,000, \$20,000 during Mr. Hall's management. He simply took all the documents handed to him by Mr. Stevens and from what he got from him he made up the books. He felt justified in accepting the work because he expected that the papers would be complete, coming as they did from a merchant's office. If he had known that the books had been badly kept, and almost unintelligible, it would not have been his part to undertake the work. He understood that his work was to put things straight and to find how the swindling had been done. His first step was to take all the vouchers and put them in order of date. They were in a mixed heap. He was told that the accounts up to not from Mr. Hall's books but from the vouchers. He was told that Mr. Hall's books were not worth the paper they were written on and was told to make up fresh books. He had to ignore Mr. Hall's ledger. He would naturally ignore Mr. Hall's ledgers, as he was told they were not worth anything. He found one mistake in looking at Mr. Hall's ledger, which made Mr. Hall \$1,000 better off than he should have been. Also there were no particulars given in the book, the figures only were written. He had incorporated with his balance sheet, the one made out by Mr. Gourdin who balanced for 1896 and 1897. There were outstanding accounts in Mr. Gourdin's balance sheet and he had to reckon them in.

(Case proceeding.)

A SURPRISING SUGGESTION.

The *Universal Gazette* of 10th instant announces that the Imperial authorities feel that it is impossible to give their assent to some of the demands of the Allied Powers. They have accordingly telegraphed orders to the Yangtze Valley Viceroy to go on to Peking and exert all their influence to obtain more favourable terms. The suggestion is added that if it is impossible for the Viceroy to go so far from Peking, then some other place might be fixed upon as a neutral ground, and the foreign Ministers be induced to come half-way.

CANTON NOTES.

THE MURDER OF MR. YOUNG.
(From Our Own Correspondent.)

CANTON, January 14th.

In the "Notes and Comments" on the murder of Mr. Young in Saturday's issue of the *Telegraph* you say "It does not require a very great exercise of brain power to perceive that the crime was of a very heinous nature, and that the murderer would be rewarded for his heinous crime." These remarks are in complete harmony with what is known to be the policy of the Canton officials regarding reformers. It is well known here that certain officials have been commissioned to hunt down the reformers and destroy them, root and branch. Secret agents of the government have been appointed to watch "marked" men who find it convenient to live in Hongkong and Macao. Rewards are offered for these men, and we may well suppose that it matters little to the government whether they are taken alive or dead.

A few things have come to light lately which illustrate the way in which the secret agents work. It will be remembered that Dr. Yeung Heung Po was arrested some months ago on the charge of being connected with the reformers and the Wai Chau rebels. All that the officials have been able to do in the way of examination and torture have failed to bring to light anything against this man worthy of punishment or death. The man, however, still lingers in prison. Now the secret agent who laid the information has been severely reprimanded because the officials have not been able to secure a conviction. This agent, whose name is Kuan, has also been informed that to atone for this mistake he must produce a real reformer, failing to do so will bring upon him the wrath of the officials. Perhaps it was in some way connected with this case that last week a man, who represented himself as an agent of Li Ka Cheuk, called upon a member of one of the mission Churches and offered the member a good position and plenty of money provided he would inform on Christians who belong to, or are in sympathy with, the reform movement. This circumstance is causing a good deal of anxiety among the Christians. Some one may be tempted to sell himself for this dirty work. It also shows that the officials regard the Christians as in some way connected with reform, and in the eyes of the officials reform means treason.

THE "POWAN" IN COLLISION.

When the *Powan* was about an hour out from Hongkong last night on her way to Canton, a Chinese junk attempted to cross her bow. The result was that the two boats came together with considerable force. It is reported that one passenger on the *Powan* was crushed to death and several thrown into the water and drowned. The *Powan* sustained some damage, but nothing serious enough to prevent her from making her trip to Canton, where she arrived this morning.

JAPANESE TOPICS.

(By our own Correspondent.)

YOKOHAMA, December 17th.

Two or three important speeches were delivered a few days ago at a meeting of the Tokyo Bankers. Viscount Watanabe, Minister of Finance, said there were three disturbing factors constituting dangerous sources in the financial world, viz. the excess of imports over exports, the shrinkage of the currency reserve, and the instability of the currency system. The first-named factor in reality comprehends the two others, because the outflow of specie reserve and its effect on the stability of the monetary system is merely a consequence of the unfavourable balance of trade.

In seeking an explanation of the existing phenomena, the Viscount said that the prime source of the present embarrassments lay in the large expenditures resulting from the receipt of the Chinese indemnity and foreign loan, thus diverting capital into the hands of the working classes, increasing their spending power, and encouraging habits of extravagance, and also depriving industrial and commercial enterprises of funds. The speaker said he had hopes of some speedy amendment in the financial position, but at present commerce and industry show no signs of revival.

It is entirely unnecessary for a Cabinet Minister to tell us this, because, although he may not go to the trouble of investigating the why and wherefore, each merchant in Japan is fully aware, to his cost, of the bad state of financial affairs, and it is an absolute necessity that some steps be taken to remedy without much delay this distressing state of things. During the last month or so matters have been somewhat better, but this is always the busiest time in exports, and the silk trade has dwindled to almost nothing, the causes of anxiety will again arise stronger than before. Then again, though China is not in such a disturbed state now as a few months ago, it cannot fail to be many months before trade assumes its normal aspect, even if everything works smoothly to that end, and the interval will assuredly be one of trial and anxiety for very many Japanese concerns.

Viscount Watanabe has no special remedy to offer as to the main question, but suggests that much improvement might be made in Japanese banking methods. At the present time individual credit receives very little consideration from the bankers, as they lend almost entirely upon concrete security. At the close of 1899 the total paid up capital of the banks in the country, exclusive of the Bank of Japan, was 220 million yen, and it appeared that their capital at the same time were 101 millions on the security of lands and houses, and 102 millions on the security of goods, while their investments in public debt amounted to 47 millions, making a total of 269 millions. From this it will be seen that the banks retained a sum larger than their total paid up capital to loans and investments on concrete security.

Viscount Watanabe justly remarks that this kind of banking is accountable for much of the embarrassment experienced in business circles, capital being tied up in forms in which it is unavailable for the need of the business community. The great need of the time, the Viscount thinks, is the development of personal credit, and he urges an endeavour to promote that end.

While agreeing with this advice, it is somewhat difficult to see how it is to be acted upon, for credit being a plant of natural growth, what can the Government or the bankers do to the matter? It is only natural to assume that the latter know what they are doing, and if they had any confidence in the personal credit of their clients they would doubtless have adopted a more trustful attitude without waiting to be urged thereto by the Minister of Finance; whereas if such confidence is lacking, any change in that direction can scarcely be looked for.

The speech of Mr. Yamamoto (President of the Bank of Japan), delivered on the same

occasion as the above, casts a good deal of light upon the financial phenomena observed in Japan during the last few weeks. Japan has received, from 1895 to 1900, a sum of 493 million yen, in the form of drafts from the Chinese indemnity and loans floated in England; while 327 million yen has been brought into the country in the form of specie or bills of exchange. During the same period, however, the excess of imports over exports reached the large amount of 315 millions, which means that the money received almost immediately left the country again, so that now only twelve millions remain. The specie reserve at the Bank of Japan now stands at 65 million yen and the note issues at 202 millions, whereas in November, 1895, before any of the indemnity had been brought to Japan, the specie reserve stood at 60 millions and the note issues at 210 millions; thus it might be said that the condition of the bank has undergone no change. At one time the specie reserve amounted to 150 or 160 millions, but that being due to the receipt of large sums of the indemnity may be regarded as merely a transitory state of affairs.

The expressions of anxiety from some quarters as to the stability of the gold standard being affected by the outflow of specie, are regarded by Mr. Yamamoto as of not much importance. The state of affairs now, he thinks, is at least as favourable as it was before the influence of disturbing factors began to be felt. The great trouble, he considers, from the fact that while there has been a great development of enterprise since the war, there has been no corresponding increase of capital, and as a result the country is faced with a stringency in favour of a more liberal attitude on the part of bankers in regard to private paper. The Bank of Japan, he says, has set an example in that respect by giving better terms for bills drawn by merchants and manufacturers than for bills drawn against the security of goods. The credit notes discounted by the bank before the war did not exceed ten million yen annually, whereas they now stand at 30 millions. A regrettable feature, however, is that a majority of the bills are drawn merely to meet current expenditure, and cannot really be regarded as a means of furnishing capital for industrial and commercial enterprise. Mr. Yamamoto says that it is most important for bankers to inform themselves of their clients' aims and character and aims of their clients. It is probable that if the bankers were successful in obtaining such thorough information, it would not induce them to adopt a more generous policy.

A BRUSH WITH THE BOXERS.

PEKING, 9th January, 5 p.m.

An Expedition, under the command of Lieutenant Colonel Pavle, with four companies of infantry, two mountain guns and two field pieces and a detachment of mounted infantry, left Peking on the 28th December for Shaohsun, which lies on the N.N.W. of Peking, on the banks of the river Shiao, on the road from Peking to Kalgan. From there two companies, under Major von Foerster, branched off to Yen-king, the other two, under Major Wyneken, marched over Tsehanping via the mountains to Liukouyung. They joined again on the 31st December at Kiuluen and started for Tsiangshu, where they were informed by the natives that Boxer fortifications were in the South-East. Three companies started on the 2nd January, to Liupinpin at 2 o'clock in the morning, and reached the Boxer fortification at 9.50 o'clock, where they made an assault and after being engaged till 7.20 o'clock they killed 140 Boxers, who were armed with old and modern rifles. On the German side there was one killed, one severely wounded, and an officer and three men slightly wounded. They captured ten old guns and a number of flags and banners, besides a quantity of war material. The neighbouring people joined in the engagement on the side of the Boxers. The Germans for that reason burnt Tsehangshu, where there were some strong forts.

They returned on the 5th January to Yen-king, where the whole detachment joined together again.

On the 2nd January, Captain Sandart, Lieutenant Kirsten, and Interpreter von Tettenborn, with twenty-five mounted infantry, reconnoitred along the upper part of the Pei-ho River as far as Tshi-tcheng and the demarcation line. The Boxers fled and burnt all Christian villages as they passed through. The German detachment returned through the mountains to Thumu, where they surprised a Chinese Major with eighteen horsemen, killing five of them, whilst the others fled. Their horses, uniforms and weapons were captured. After marching via Hsueh-tai they joined again at Yen-king on the 5th January.

On the 7th the mounted infantry marched to Suahua. The infantry are to follow.—O. Lloyd.

A SHANGHAI GRIEVANCE.

In reference to our remarks about the British Post Office, says the *N. C. D. News* of 10th instant, it may be stated that up to the end of last year the sorting of the mails was ordinarily done at Hongkong, and the boxholders' portion of the mail was ready for delivery on arrival or soon after. The mail matter for non-boxholders was made up in bags in Hongkong, alphabetically, and on arrival here was sorted out and the addresses written in Chinese, which of course caused some delay. Under instructions from London the mails for Shanghai are no longer sorted at Hongkong, but the P. & O. English mails are sorted on board the P. & O. steamers. As the mails to be sorted on the French mail steamers, this means an unavoidable delay in delivering the French mails. The last French mail brought, we are informed, between 60 and 70 bags of unsorted mail matter for the British Post Office here. The mail arrived at 3 p.m., and the letters were ready for delivery the same evening, but the sorting of the newspapers was not completed until after midnight, and they could not be delivered until the morning. There must be similar delay with the French mails unless the staff at the British Post Office is considerably increased. In the case of the mail which arrived per *Yen-tszu* on Tuesday the same matter for the ports was not entirely sorted on board. A number of bags had to be dealt with here, and the Shanghai mail was finished, and thus a portion of the forward mail was not ready for dispatch until Wednesday morning.

REFORM MEASURES.

A letter from Singan Pu, published in the *Su Pao*, says that the Emperor is devising plans for the establishment of schools and newspapers throughout the country as soon as peace negotiations have reached a satisfactory termination. From the same paper we learn that there is a prospect of the recall of Weng Tzu-ho to official employment. The editor, however, expresses the opinion that Weng will not allow himself to be again drawn from his retirement, his days being now spent in strict seclusion and in devotion to religious pursuits.

MUTINY IN FORMOSA.

A serious case of mutiny took place at Shinyai-shi, Formosa, on November 30th among the soldiers belonging to a company of the Fifth Battalion of the Tainan Third Brigade. It appears, says the *Japan Herald*, that the privates of the Company had an ill-feeling against their officers and were waiting for a favourable opportunity to rise in an open revolt. At 8 p.m. a bugler sounded a trumpet, and the privates of the Company rallied to one spot and made an advance on the officers' quarters and fired upon them. The officers on learning the approaching danger successfully managed to escape somewhere, but a lieutenant named Sato who came to his headquarters in the evening, unaware of the incident, met with rough handling by the infuriated soldiers and received serious injury on his head. The military authorities are said to be trying to keep the matter secret.

RUSSIAN WARSHIPS ON THE KOREAN COAST.

The *Kobe Chronicle* says the Japanese have been concerned during the past few weeks at the renewed activity of Russian war-ships on the Korean coast, and especially in the neighbourhood of Masampo. According to a letter from Masampo published in the *Mainichi*, four Russian war-ships which had been lying in the harbour, on the 25th ult., engaged in drill off the northern part of Quelpart, together with the battleship *Sissoi Veliki*, and about 100 gunboats. The Russian war-ships, continues the correspondent, have been showing electric search-lights every night, on purpose, it is believed, to frighten the Koreans. It is also reported that some of the Russian war-ships have been surveying the vicinity of the Chinnai Bay. Two Russian "merchants" at Masampo were seen to put on brilliant military uniforms on going to meet the Russian Admiral. The five Russian war-ships were expected to proceed to Nagasaki about the 3rd January and only the *Admiral Nakimoff* was to return to Korea, taking up her headquarters at Bankook. The Russian Admiral arrived at Masampo on the 25th ult., with the object of directing the construction of two coal godowns and a naval hospital. He is said to have a scheme in contemplation to establish also a water depot for vessels.

A NEW USE FOR THE UNION JACK.

During the recent cruise of H.M.S. *Ringdove* to the Solomon and Santa Cruz Is., which were lately handed over by Germany in connection with the settlement of the Samoan question, it was noticed that the British flag was not flying on one of the Santa Cruz group. Enquiries, however, showed that explanation given of the absence of the Union Jack being that a chief's wife had taken so much fancy to the coloured bunting, that she had appropriated it to the use of a dress, to extend the resources of her own scanty wardrobe, and so take the shine out of other of the island's society ladies, who are not so fortunate as to have British flags at their command for society functions.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.159

Thermometer 59.7

Humidity 74

Rainfall 1.545

TO-DAY.

On data at 2.30

Barometer 30.21

Temperature 67

Humidity 76

Rainfall —

TO-DAY.

Tuesday, 15th January, 1901.

Chinese—25th of 11th moon of 26th year of Kwang-si.

Sun—Rises 6hr. 40min.

Sets 5hr. 33min.

High water—Morning 4hr. 52min.

Afternoon 4hr. 40min.

Low water—Morning 6hr. 10min.

Afternoon 6hr. 00min.

1759—British Museum opened.

1857—Bread poisoning in Hongkong by Chinese baker Alog.

1884—Telegraph cable between Japan and Korea opened to traffic.

1888—Lieut. Blackall directed of Green Island.

1896—A Chinese Secret Society distributed circular in Hongkong urging overthrow of Manchu Dynasty.

1898—Mr. Emberley, a Shantung missionary, beaten at Yenchowfu.

TO-MORROW.

Wednesday, 16th January, 1901.

Chinese—26th of 11th moon of 26th year of Kwang-si.

Sun—Rises 6hr. 45min.

Sets 5hr. 38min.

Monn—Max. Declination S. Shr. a.m.

High water—Morning 7hr. 28min.

Afternoon 7hr. 30min.

Low water—Morning 6hr. 48min.

Afternoon 10hr. 11min.

ANNIVERSARIES.

1839—The foreign merchants of Canton called upon to pledge their word that they would refrain from opium smuggling and the exportation of silver.

1877—S.S. No. Co. sold out to C. M. S. N. Co.

1889—Major Prevost, 61st Highlanders, died at the Peak during a shan fight.

1893—Severe loss in Hongkong.

1896—H.E. Hsu Chun Fei appointed Governor of Canton.

1897—Likin Proclamation issued by the Kwangtung authorities.

1899—H.M.S. *Immortalis* leaves for home.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	Kobe and YOKOHAMA.....	FRIDAY, 18th Jan., at Daylight.
J. S. Thompson.....	NAGASAKI, Kobe and YOKOHAMA.....	FRIDAY, 18th Jan., at Noon.
KASUGA MARU.....	HAMA.....	FRIDAY, 18th Jan., at Noon.
E. W. Haswell.....	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and YOKOHAMA.....	WEDNESDAY, 23rd Jan., at 4 P.M.
Idzumi MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 25th Jan., at Daylight.
WAKASA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 25th Jan., at 4 P.M.
YAWATA MARU.....	MOJI, Kobe and YOKOHAMA.....	WEDNESDAY, 30th Jan., at Noon.
A. E. Moses.....	Kobe and YOKOHAMA.....	FRIDAY, 1st Feb., at Daylight.
HIROSHIMA MARU.....		
S. Yoshizawa.....		
BINGO MARU.....		
F. Davies.....		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th January, 1901.

HAMBURG-AMERIKA LINIE.

(Freight Service).

NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and IONIC PORTS; NORTH and SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA.....	HAVRE and HAMBURG.....	18th January, at Noon.
Schmidt.....	(LONDON with transshipment in HAMBURG)	9th February, at Noon.
SILSIA.....	HAVRE and HAMBURG.....	9th February, at Noon.
Bahle.....	(LONDON with transshipment in HAMBURG)	18th February, at Noon.
SIBIRIA.....	HAVRE and HAMBURG.....	18th February, at Noon.
Braun.....	(LONDON with transshipment in HAMBURG)	28th February, at Noon.
PREIBURG.....	HAVRE and HAMBURG.....	28th February, at Noon.
Proesch.....	(LONDON with transshipment in HAMBURG)	5th March, at Noon.
SAXONIA.....	HAVRE and HAMBURG.....	5th March, at Noon.
Jäger.....	(LONDON with transshipment in HAMBURG)	15th March, at Noon.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 7th Feb., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 28th Mar., at Noon.

THE Twin-Screw Steamship.

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States; via Overland Railway, to Havana; Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

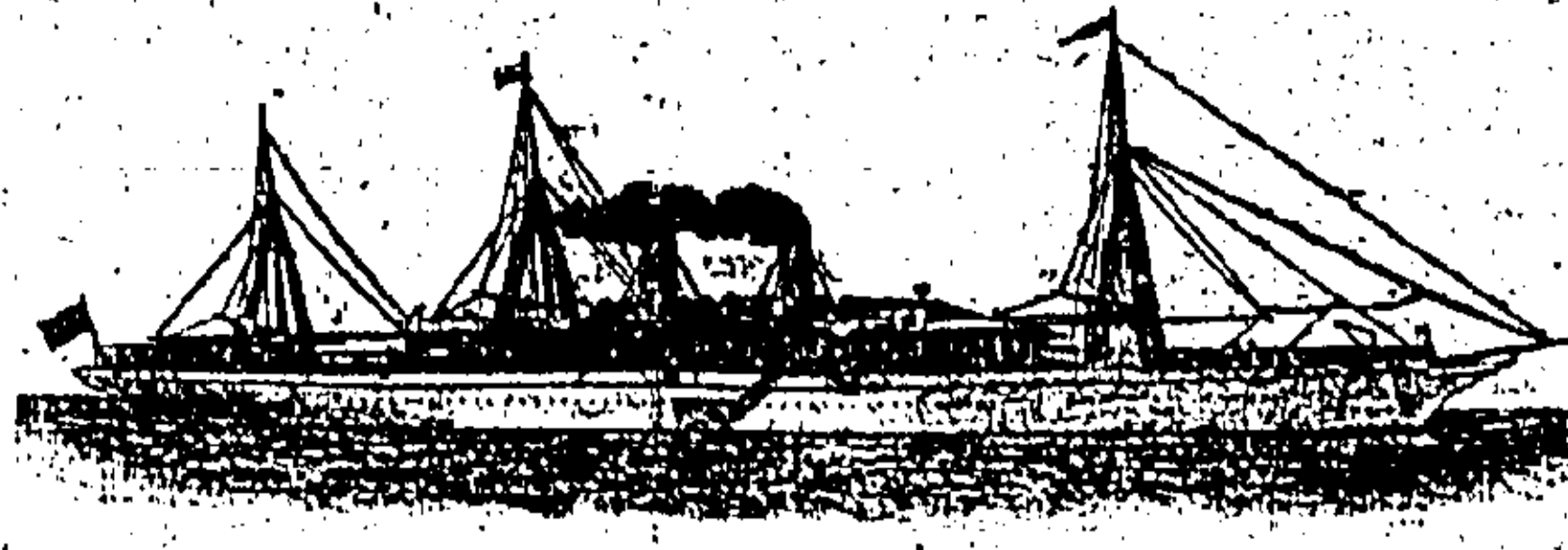
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901



1901

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th January.
EMPRESS OF INDIA...Comdr. O. E. Marshall, R.N.R. WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARRIAGES and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th December, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 10th instant, at Noon, taking Passengers and Cargo for the above ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 8th January, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 29th January, at Noon. || Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... | Saturday, 23rd Feb., at Noon. |
| Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... | Tuesday, 19th March, at Noon. |

The Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States; via Overland Railway, to Havana; Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. | Captains. | Proposed Sailings. || Goodwin..... | 4,421 | A. Jackson..... | Jan. 18 |
Olympia.....	2,837	J. Truebridge.....	Feb. 1
Tacoma.....	2,811	A. Dixon.....	Mar. 1
Victoria.....	3,502	J. Pantou.....	Mar. 8

The attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 11th January, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Kauai..... | Wednesday | Jan. 23

THE Steamship

"KVARVEN,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 23rd instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 14th January, 1901.

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 L. II British Bark.

"R. MORROW,"

Captain Douglas, having arrived, is now loading here for the above Port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"KIUKIANG".....	18th January.
PORT DARWIN, QUEENSLAND PORTS, SYDNEY and MELBOURNE.	"TSINAN".....	19th January, at 4 P.M.
WEI-HAI-WEI and KOBE.....	"CHANGSHA".....	19th January.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th January, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON.....	"RHEIPEUS".....	Day.....	22nd January.
"....."	"PROMETHEUS".....	Day.....	5th February.
"....."	"ALCINOUS".....	Pelford.....	19th February.
LIVERPOOL.....	"ACHILLES".....	Brown.....	About 18th January.

(Taking Cargo at LONDON RATES)

(Taking Cargo at LONDON RATES)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 11th January, 1901.

[12]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th January, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the above Ports, TO-MORROW, the 16th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 15th January, 1901.

[58c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched above on WEDNESDAY, the 23rd instant, T.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 12th January, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above Port, TO-MORROW, the 16th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th January, 1901.

[12c]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"ADATO,"

2,145 tons. Captain J. McIntyre.

This Steamship will be despatched on FRIDAY, the 25th instant, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA, and to be followed by the S.S. "MONMOUTH-SHIRE," on the 10th February.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.)

For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 12th January, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th January, 1901.

[46]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown

100

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	[sales] 358 % premium
Bank of China (Preference)	£ 5	Nominal
Bank of China (Ordinary)	£ 4	£ i
Bank of China (Deferred)	£ i	£5.5 buyers
International Bank of China, Ltd., Do. Founders:	£ 8 £ i	\$7 buyers. \$20
Marine Insurances.		
Canton Ins. Society of China Traders' Ins.	\$ 50	\$245 buyers
Sing Sing Ins. Co., Ltd.	\$ 25	\$56 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 172½ sellers
Kwangtze Ins. Assoc.	\$ 60	\$112 buyers
Canton Ins. Office, Ltd.	\$ 50	\$145 sales.
Wantsen Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$32½ buyers
China Fire Ins. Co., Ltd.	\$ 20	\$86 sales
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Limited	\$ 15	\$33½ sales
China Navigation Co., Ltd. (S.S.)	£ 10	\$101 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$74 sellers
China & Japan S.S. Co., Ltd.	\$ 20	\$33 sellers
Pacific Steamship Co., Ltd.	\$ 50	\$47 sellers
Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
Mutual S. N. Co., Ltd. (Ord.)	£ 5	£7 buyers
Ferry Co., Ltd.	\$ 10	\$19 buyers
Shell's Transport & Trading Co., Ltd.	£ 1	£3.40
Refrigeries.		
China Sugar Refining Co., Ltd.	\$100	\$117
Zhong Shun Refining Co., Ltd.	\$100	\$40 buyers
Mining.		
Indochina Mining Co., Ltd.	\$ 8	\$4.30
Indochina Mining Preference Shares	\$ 1	\$1 sales and [buyer]
Compagnie des Charbonnages du Tonkin	Fcs. 250 25 cts.	\$350 sellers 5 cents
Yunnan Mining and Trading Co., Ltd.	\$ 5	\$6.30 sales
Yunnan Alluvial Gold Mining Co., Ltd.	175. 10d.	\$47 sellers
Liver Freehold Mines, Ltd. A	\$ 5	\$2
Liver Freehold Mines, Ltd. B	\$ 5	\$1½
East Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Pref.)	\$ 1	30 cents
Docks, Wharves and Godowns.		
Hongkong Wharves & Dock Co., Ltd.	\$125	\$87½ sellers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$92 sellers
Manchali Warehouse & Storage Co., Ltd.	\$ 37½	\$64
Amoy Dock Co., Ltd.	\$ 6½	\$21½ sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$10 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$203
Central Building Co., Ltd.	\$ 30	\$28 buyers
East Point Building Co., Ltd.	\$ 50	\$50 buyers
Hong Hotel Co., Ltd.	\$ 50	\$123 sellers
Grange Hotel Co., Ltd.	\$ 50	\$82½
Guthrie's Estate & Finance Co., Ltd.	\$ 10	\$14 sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$15 buyers.
Two Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 55
International Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50
Shanghai Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70 buyers
Cheong Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Shanghai Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Cigar Companies.		
Cambridge, Limited	\$500	200 % premium
Commercial, Ltd.	\$500	100 % premium
Guangdong, Limited	\$100	5 % pm. sales
Favorita	\$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19½ sales
St. Watson & Co., Limited	\$ 15	\$3½
Jatkins, Limited	\$ 10	\$14 sellers
Hongkong Electric Co., Limited	\$ 10	\$12½ buyers
Hongkong Electric Co., Limited	\$ 5	\$6½ sales
Hongkong and China Gas Co., Ltd.	£ 10	£118
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170 sellers
Farwell & Co., Ltd.	\$ 25	\$58
Hong Kong Ice Co., Ltd.	\$ 25	\$176 sellers
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$196
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Self's Asbestos East-Asian Agency, Ltd.	£ 1	\$1½ buyers
United Asbestos Oriental Agency, Ltd.	\$ 40	\$8
Carmichael & Co., Ltd.	\$ 2	\$8
Februau Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$5½

BENJAMIN, KELLY & POTTS
 Share Brokers.
 Telegraph Address—"Rialto."

Ackerman, Mr. C. F.
Alicia, Mrs. D. A.
Alden, Mr. J. H.
Bailey, Mr. W. S.
Bancroft, Capt. & Mrs.
Bell, Mr. and Mrs. O.
M. D.
Benales, Mr.
Beringer, Mr. F. J. G.
Bisset, Mr. D. C.
Black, Mrs.
Blechynden, Mr. and
Mrs.
Bonner, Mr. F.
Bonnet, Mr. E.
Borthwick, Mr. & Mrs.
R. W.
Branch, Mrs. B.
Brown, Mr. J. W.
Bruce, "Admiral and
Lady, and maid
Bruce, Capt. and Mrs.
Buck, Mr. Hart
Buck, Mr. C. M. G.
Chester, Mr.
Clark, Dr. & Mrs. F.
Clarke-Thornhill, Mr.
T. B. and valet
Colson, Mr. T. S.
Creighton, Mr. J. V.
Crose, Misses M. & E.
Denroche, Mr. P. C.
Discombe, Mr. G. M.
Dorehill, R.A., Major
Drew, Mr. and Mrs.
Duff, Mr. D.
Dyck, Capt. P. S.
Elderton, Comdr.
Ford, Miss
Gibson, Mr. and Mrs.
Kennedy
Glover, Mr. C.
Goddard, Capt.
Grant, Mr. John
Harris, Mr. F.
Head, Mr. R. T.
Henry, Mr. Thos.
Howkins, Mr. and Mrs.
Hoyt, Mr. P. S.
Jackson, Mrs. J. B. and
child
Jacott, Mr. F.
Joseph, Mr. and Mrs.
Ighson, Mr. L. R.
Katsch, Mr. E. A.
Kline, Mr. and Mrs. F.
King, Maj. H. S., R.E.
Kirkwood, Mr. J.
Klamberg, Mr. & Mrs.
B.
Kuenge, "Mrs. and
family
Lake, Capt. M. M.
Caline, Lieut.
Lambton, Mr. R. S.
Larson, Mr. R.
Levey, Mr. A.
Little, Mr.
Little, Major, W. E.
Littledale, R.E., Major
R. P.
Long, Mr. & Mrs. D. M.
Macfadyen, Dr. J.
Mallory, Lt.-Col.
Marangoni, Mr. A.
McKee, Mr. C.
Michell, Mr. F.
Mortensen, Mr. J. C.
Mould, R.E., Maj. C. F.
O'Neill, Mr. and Mrs.
J. J.
Ormsby, Hon. R. D.
Orr, Mr. R.
Orr, Capt. S. G.
Parfitt, Mr. W.
Passy, Lt.-Col.
Plant, Mr. J. Showell
Pearard, Mr. E. J.
Peel, Opera Coy.
Reed, Dr. R.
Rosenthal, Mr. J.
Sampson, Mrs.
Scharer, Mr. L. H.
Smith, Mr. Ing.
Smith, Mr. C. F.
Smith, Mr. D. A.
Stevens, Mr. G. R.
Stevens, Mr. H. Goyne
Stewart, Mr. E. R.
Stewart, Mr.
Wakeman, Mr. G. H.
Watts, Mrs.
Whitley, Mr.
Wild, Lieut. and Mrs.
Bagnall
Williamson, Mrs. J.
Yule, Mr. W. R.

Benjamin, Mr. S. S.	Martin, Mr. R.
Bewley, Capt.	Messer, Mr. C. M. F.
Bonnar, Mr. J. W. C.	Miller, Mr. and Mrs.
Brown, Colonel F.	Mitchell, Mr. R.
Collard, Col.	Morris, Major & Mrs.
Comrie, Mr. A. F.	Newall, Mr. Stuart G.
Crookenden, Col.	Oakley, Mr. H. E.
Dann, Mr. G. H.	Oakley, Miss
Ezekiel, Mr. J. S.	O'Gorman, Col. The
Forbes, Mr. Andrew	O'Gorman, Madam
Fraser, Colonel A. R.	Oppenheim, Mr. J.
Graham, Mr. D. M.	Perry, Major
Griffin, Major W. W.	Pollock, Mr. H. E.
R. A.	Scott, Capt. Percy, C.
Harston, Dr. and Mrs.	Scott, Mrs. Percy
G. M.	Seaman, Mr. J. F.
Hays, Mr. J.	Shellum, Mr. Edward
Hughes, Col. G. A.	Shepherd; Mr. E. B.
Lytton, Mr. B.	Singer, Mr. A.
Lee, Mr. J. E.	Tomlin, Mr. G. L.
Mackie, Col. G. Gordon	Wheeler, Col.
McCarthy, Mrs., and	Wheeler, Mr. H. B.
child	

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Mrs.
Callaghan, Capt.	Prynn, Capt.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and Mrs.
Clarke, Capt. A. A.	E. H.
C. N.	Straker, Mr. Consul
Clarke, Mrs.	Volpicelli, Consul
Crouch, Mr. J. W.	Wall, Capt. F.
Hamilton, Lt.-Col. H.	

Chenoweth, Capt.	Nobb, Prof. A. P.
Godchaux, Mr. & Mrs.	Riley, Mr. Joseph
J.	Shillington, Mr. L.
Godchaux, Miss J.	Thomson, Mr. & Mrs.
James, Mr. C.	Wittmuss, Capt.
Macgregor, Mr. J. W.	

EXCHANGE.

Hongkong, January 15th.

ON LONDON, Telegraphic Transfer	2/0
Bank Bills, on demand 2/0	13/0
Credits, 4 months' sight	2/0
D'ments, 4 months' sight	2/0
ON BERLIN, (demand)	M.2 1/2
ON PARIS, Bank Bills, on demand	2/50
Credits, 4 months' sight	2/60
ON NEW YORK, Bank Bills, on demand	50
Credits, 30 days' sight	50
ON BOMBAY, Telegraphic Transfer	15
On demand	15
ON SHANGHAI, Telegraphic Transfer	70
Private 30 days' sight	70
ON YOKOHAMA, T.T.	7 1/2
Sovereigns, Bank's Buying Rate	9 1/2
Gold Leaf too touch, per lael	49
Bar Silver	2
Dollars	2

A PER CENT. PRESENT.

Hongkong, January 15th.	
New Patna.....	\$885 per che
New Benares.....	895 "
New Malwa.....	810 per pic
Old Malwa.....	820/830 "
Persian, paper tied.....	800/820 "

Steamers.

AKASHI MARU, Japanese steamer, 974, Susuki, 12th Jan.—Foochow via Amoy and Swatow 11th Jan, General.—Mitsui Bussan Kaisha.

AMIGO, German steamer, 772, J. Bendixen & Co., 14th Jan.—Haiphong 11th January, at Hoihow 13th, General.—Jensen & Co.

BENLAWEES, British str., 1,433, A. Webster & Co., 10th Jan.—Shanghai 7th Jan, General.—Gibb, Livingston & Co.

CHOWA, British steamer, 1,055, J. Williams & Co., 12th Jan.—Bangkok 6th Jan, Rice & Circars.—Yuen Fat Hong.

EMPRESS OF CHINA, British steamer, 3,003, Archibald, R.N.R., 27th Dec.—Vancouver (B.C.) 5th Dec, and Shanghai 24th, Mail and General.—C. P. R. Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer & Co., 14th Jan.—Mojit 30th Dec, Coal.—Mitsui Bussan Kaisha.

GARONARE, American transport, 2,319, F. Lane, 2nd Jan.—Manila 29th Dec, Ballas.—Government.

GERMANIA, German steamer, 1,713, A. Conson & Co., 17th Jan.—Mojit 6th Jan, Coal.—Jensen & Co.

GOODWIN, British steamer, 2,832, A. Jackson & Co., 12th Dec.—Mojit 22nd Dec, Coal.—Dewell & Co., Ltd.

HATCHING, British steamer, 1,267, T. P. H. 7th Jan.—Haiphong and Pakhoi 13th Jan, General.—Dunlop, Lanouk & Co.

HAILAN, French steamer, 377, M. Marlis, 14th Jan.—Pakhoi and Hoihow 13th January General.—A. R. Marty.

HANOI, French steamer, 749, Pannier, 14th Jan.—Haiphong and Hoihow 13th Jan. General.—A. R. Marty.

HINSANG, British steamer, 1,536, P. M. B. Luke, 28th Dec., Java 18th Dec, Sugar.—Jardine, Matheson & Co.

HSIEH HO, British steamer, 1,082, Crawford 12th Jan.—Shanghai 9th Jan., General.—Siemssen & Co.

INDEPENDENT, German steamer, 871, A. Hult 13th Jan.—Samarang 1st Jan., General.—Sander, Wierler & Co.

KACHIDATE MARU, Japanese steamer, 2,143 S. S. 14th Jan.—Moji 10th Jan., Coal.—Mitsui Bussan Kaisha.

KVARVEN, Norwegian steamer, 1,574, I. Kanis 13th Jan.—Portland, Or. 2nd Dec, Flour and Lumber.—Butterfield & Swire.

LOKSANG, British steamer, 979, Leask, 13th Jan.—Bangkok 6th Jan., Rice.—Jardine Matheson & Co.

LOYAL, German steamer, 1,237, Lorenzen, 4th January, Saigon 1st Jan., Rice.—Sander Wierler & Co.

MARIE JENSEN, German steamer, 1,771, F. Hemmert, 14th Jan.—Saigon 9th Jan. Paddy and Rice.—Jessen & Co.

NORDERNEY, German steamer, 3,619, R. Pesch 13th Jan.—Shanghai 9th Jan., General.—Carlowitz & Co.

PEIYANG, German steamer, 897, Köhler, 28th Dec.,—Moji 22nd Dec, Coals.—Siemssen & Co.

PENARTH, British transport, 1,959, W. H. Aves 7th Jan.—Wuhsung and Amoy 6th Jan. Ballast.—British Government.

PICCIOLA, German steamer, 875, E. Hui 18th Dec.,—Chefoo 13th Dec, General.—Meyer & Co.

SKARPEN, Norwegian steamer, 1,130, L. Tallen, 4th Jan., Nagasaki 30th Dec. Flour.—T. M. Stevens.

STRATHAIR, British steamer, 2,599, Farsyth 2nd Jan.,—Kutchinotzu 27th Dec, Coal.—Mitsui Bussan Kaisha.

TAT FU, German steamer, 1,055, E. Schipper 30th Dec.,—Moji 24th Dec, Coal.—E. A. Trading Co.

TIGER, Norwegian steamer, 2,116, H. Wolke 15th Jan.—Moji 6th Jan., Coal.—Mitsui Bussan Kaisha.

TSINAN, British steamer, 1,460, O. Anderson 14th Jan.—Moji 10th Jan., General.—Butterfield & Swire.

VIENNA, British steamer, 2,653, A. McDougall 31st Dec.,—Otaru (Japan) 21st Dec, Coal.—H. & H.

WONGKOL, German steamer, 1,115, Ernst Muhle, 12th Jan.—Bangkok and Swatow 11th Jan., General.—Butterfield & Swire.

ADOLPH ORRIG, American ship, 1,262, Ann,
bury, 19th Dec.,—New York 2nd June,
—Chefoo 12th Dec., Oil.—Standard Oil Co.
ASTORIA; British ship, 1,429, J. Thorkelsen
15th Dec.,—Cardiff via Capetown 21st
Sept., Coals.—Carlowitz & Co.
COMMERCE, American ship, 621, Butenshorst,
23 Jan.,—Blackley 21st Oct., Lumber
—ber.—Holliday, Wise & Co.
DUNDEE, British ship, 1,998, Hennings, 14th
Oct.,—New York 29th June, Kerosine Oil.
—Standard Oil Co.
FULWOOD, British ship, 1,986, Thomas, 13
Dec.,—Cardiff via Cape Town 26th Sept.
Coal.—Government.
NEREUS, German ship, 1,714, Beake, 30th
Dec.,—Cardiff 8th Aug., Coals.—Master.
R. MORROW, British bark, 1,150, C. F. Douglas,
4th Dec.,—Manila 24th Nov., Ballast.
—Arnhold, Karberg & Co.
SWANHILL, British ship, 1,999, Colm Fraser,
26th Nov.,—New York 17th July, Case Oil.
—Standard Oil Co.
WEST YORK, British bark, 705, Forster, 13th
Jan.,—Rajang via Borneo and Sarawak 1
Jan., Timber,—Sam See Ching.

Hongkong, January 15th, 1901.

Algerie, despatch-vessel, 1,700 tons, 10 6-p.
q.f. guns, 3,000 i.h.p., Commander C. C.
F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 8 guns, 1,100 i.h.p.
Comdr. R. H. J. Stewart, Singapore.

Argentin, British cruiser, 11,000 tons, 16 5-p.
i.h.p., 16-6 inch. q.f. guns, Capt. 'G. F.
Cherry, R.N., Amoy.

Astrae, British 2nd-class cruiser, 4,300 tons,
7,000 i.h.p., 10 guns, Capt. A. W. Page,
C.M.G., Shanghai.

Darling, 1st class cruiser, 3,000 tons, 12 guns, 9,000 i.h.p., Capt. J. G. Sawley, Hongkong.

Blenheim, 1st class cruiser, 3,000 tons, 12 guns, 9,000 i.h.p., Captain G. J. S. Warrander, Hongkong.

Blenheim, 1st class cruiser, 3,000 tons, 12 guns, 9,000 i.h.p., Captain, _____, en route from England.

Bonaventure, 2nd class cruiser, 3,000 tons, 12 guns, 9,000 i.h.p., Capt. C. J. G. Sawley, Taku.

British, British gunboat, 1,770 tons, 6 guns, 6,600 i.h.p., Commander Sir Bouchier Wigram, Bart., Hongkong.

Brilemar, British gunboat, 710 tons, Capt. G. Walter, Hongkong.

Centurion, 1st class battleship, 10,500 tons, 12 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, Wolsung.

Daphne, sloop, 1,140 tons, 8 guns, 2,400 i.h.p., C. W. Winington- Ingram, Shanghai.

Dido, 2nd class cruiser, 550 tons, 12 guns, 9,600 i.h.p., Capt. T. Lard, Hongkong.

Endymion, British cruiser, 4,350 tons, 12 guns, Capt. G. A. Callaghan, Hongkong.

Eth, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Changhai.

Beatty Pownall, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain ———— Singapore.
Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Handy, (win screw, torpedo-boat destroyer, 260 tons, 1,600 i.h.p., Lieut. and Comd'r. G. R. H. Holden, Hongkong.
Harrier, (win screw, torpedo-boat destroyer, 260 tons, 6 guns, 1,600 i.h.p., Lieut. and Comd'r. J. G. Armstrong, Shanghai.
Hermione, British cruiser, 4,360 tons, 10 guns, Capt. K. S. D. Cunningham, Shanghai.
Humber, steamship, 1,630 tons, 800 i.h.p., Comd'r. H. J. Davison, Hongkong.
Isth, British cruiser, 5,650 tons, Capt. G. T. Henderson, Woosung.
Jaxus, torpedo-boat destroyer, Lt. and Comd'r. R. G. Corbett, Hongkong.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. F. Smythe, Hankow.
Leopard, British gunboat, 775 tons, Capt. J. Watson, Canton.
Marathon, British cruiser, 1,145 tons, 5 guns, Capt. John G. M. Field, Bombay.
Mohawk, British cruiser, 1,770 tons, Capt. F. H. Gorman, Hongkong.
Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, Cebu, Hongkong.
Otter, torpedo-boat destroyer, Lieut. and Comd'r. H. O. Wilkin, D.S.O., Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. R. Coode, Hongkong.

Phanix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plourie, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.

Protector, British gunboat, 920 tons, Capt. W. R. Creswell, R.N., C.M.G., Hongkong.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt., Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Commander Oldham, Yangtze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. , Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Uncoloured, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. C. C. Clarke, Hongkong.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 i.h.p., Lieut. and Comdr. Mackenzie, Shanghai.

Witern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35 36, 37 and 38, first-class; and 3 second-class boats.

Adomastor, Portuguese cruiser, 1,800 tons
Capt. Andrew, Macao.
Aspern, Austrian gunboat, 976 tons, Capt. W.
H. Schuch.
Holland, Dutch cruiser, 8 guns, 3,000 tons,
9,250 i.h.p., Captain S.N. Sybrandi, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns,
1,500 tons, 9,000 i.h.p., Capt. M. V. Eilisenan
Shanghai.
Koningin Wilhelmina der Nederlanden, Dutch
cruiser, 8 guns, 4,600 tons, 5,900 i.h.p.,
P. Rossing, Swatow.
Liberal, Portuguese gunboat, 558 tons, Comdr.
José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns,
5,900 tons, 9,755 i.h.p., Capt. V. Bles
Ritter v. Sambuchsi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons,
4,733 i.h.p., Capt. Jansen, Kala.
Zaitun, Chinese gunboat, 600 tons, Captain
Fong, Hongkong.
Zenta, Austrian cruiser, 2,500 tons, Captain
Kala, en route Bangkok.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 36 guns, 9,500 h.p.
Captain Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser,
28 guns, 9,000 tons, 8,000 i.h.p., Capt
Vserolsky, at Tientsin.

Alcutt, Russian gunboat, 810 tons, 8 guns, 1,200
h.p., Captain Ellikisi, at Nagasaki.

Bobr, Russian gun-vessel, twin screw, 950 tons
13 guns, 1,150 h.p., Captain Dobrovolsky
at Yaku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,499 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyets, Russian cruiser, 7,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp tubes 1,100 h.p., speed 21
knots.

Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns,
1,600 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubosoff.
† Flagship of Rear-Admiral Recoonoff.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

* *First Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.

Gefion, German cruiser, 4,100 tons, 10 guns, 6,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Goeben*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Kimpold, at Woosung.

Herlitz, German cruiser, 6,000 tons, 30 guns, Capt. von Ueselm, Shanghai.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Taku.

Ilitis, German gunboat, 1,000 tons, 10 guns, Lieut-Comdr. Schamer, at Shanghai.

Katerin German, Capt. cruiser, 6,331 tons,
20 guns, 14,000 h.p., Capt. Gillich, at Amoy.
** *Kurfürst Friedrich Wilhelm*, German
battleship, 10,100 tons, 40 guns, Capt. von
Dender, at Voosung.
Luchs, German gunboat, 850 tons, 10 guns,
Comdr. Daehnlich, at Hongkong.
Schwalbe, German cruiser, 1,120 tons, 8 guns,
Comdr. Boerner, at Hankow.
Secadler, German cruiser, 1,600 tons, 8 guns,
Comdr. Schack, at Swatow.
Tiger, German gunboat, 900 tons, 10 guns,
Comdr. von Mittelsalt, at Shanghai.
Wiesenburg, German battleship, 10,100 tons,
40 guns, Capt. von Amoy.
Wartin, German battleship, 10,100 tons, 40
guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Naga-
saki.
No. 90, German torpedo-boat, 320 tons, Capt.
Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 320 tons, Capt.
V. Pullen, at Hongkong.
No. 92, German torpedo-boat, 320 tons, Capt.
Günrich, at Shanghai.
* Flagship of His Excellency Vice-Admiral
Bendenabek.
* Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

Alonette, gunboat, 200 tons, Lieut.-Comdr.
Belloy, at Nagasaki.
Bengali, 2nd, class dispatch-boat, Lt.-Comdr.
De La Croix de Castries, at Nagasaki.
Chasseloup Laubat, 2nd-class cruiser, 4,000
tons, 9,000 i.h.p., 18 guns, Capt. Espinay St.
Luc, at Hongkong.
Comete, gunboat, 473 tons, Capt. Loüel, at
Canton.
Decidue, gunboat, 690 tons, Capt. Maresubette,
at Taku.

Matroules, at Takou.
Desarates, and class protected cruiser, 4,000 tons, 360 h.p., Capt. Teshmatt, at Fouchow.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.
Gutchen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.
Jean Bart, 1st-class cruiser, 4,500 tons, 10 guns, 360 h.p., Capt. Aubert, at Takou.
Kersting, 3rd-class cruiser, 1,300 tons, 12 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Takou.
Pascal, and class protected cruiser, 4,000 tons, 360 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Surcouf, gunboat, 700 tons, 10 guns, 360 h.p., Capt. Morner, at Takou.
Vifère, gunboat, 400 tons, Captain G. de Villeneuve, at Hongkong.
 * Flagship of Vice-Admiral Courvoisier.

Albaty, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Hongkong.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Crozier, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Taku.

Cuthbert, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tupper, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,190 h.p., Comdr. S. W. Verry, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,400 h.p., Comdr. S. M. Ackley, at Manila.

Culgea, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Fris. U.S. dispatching and lighted tug, 1,300 h.p.,
Lt.-Comdr. A. S. Bingham, at Manila.
Isle U.S. gunboat, 1,500 tons, Comdr. J. V. B.
Bleeker, at Hongkong.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750
h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p.,
12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000
tons, 6 guns, 3,000 h.p., Comdr. O. W.
Farenholt, at Hongkong.
Monaca, U.S. gunboat, 1,470 tons, 6 guns,
850 h.p., Com. G. A. Rickels, at Taku.
Monterey, U.S. double-turret monitor, 4,000
tons, 4 guns, 5,244 h.p., Comdr. G. W.
Pigman, at Canton.
Nanshan, U.S. collier, at Manila.
Nashville, U.S. cruiser, at Nagasaki.
Newark, U.S. cruiser, 4,089 tons, Comdr. Mc
Calla, at Taku.
New York, U.S. cruiser, 4,033 tons, Capt. B.
McCullam, at Manila.
Oregon, 1st-class U.S. battleship, 10,288 tons,
16 guns, 11,111 h.p., Capt. G. F. Wilde.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,091
h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns,
800 h.p., Com. Harry Knox, at Shanghai.
Schmidt, U.S. cruiser, 7,500 tons, Comdr. J. M.
Miller, U.S.N., at Hongkong.
Solace, U.S. cruiser, 3,000 tons, Comdr.
Demlap, at Shanghai.
Whetting, U.S. gunboat, 1,000 tons, 6 guns,
1,083 h.p., Com. W. T. Burrell, at Manila.
Yamato, U.S. gunboat, 1,710 tons, 6 guns,
3,302 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons,
10 guns, 3,800 h.p., Capt. G. E. Ide, at
Manila.
Zafro, U.S. dispatch vessel, Capt. L. A. Cotteneau
at Hongkong.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Strampoll, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.
Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

Battleships.

Asahi, Japanese battleship, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misu, at Japan.
Yushima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,130 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsumoto, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
Mitsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Ushidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.
Hiyei, and class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.
Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

30 guns, 15,500 h.p., at Saseho.
Chitose, protected cruiser, 1st class, 4,978 tons,
 30 guns, 15,500 h.p., at Kure.
Akashi, protected cruiser, 1st class, 2,800 tons,
 30 guns, 8,500 h.p., at Kure.
Yoshida, protected cruiser, 1st class, 4,150 tons,
 32 guns, 15,000 h.p., at Kure.
Naniwa, protected cruiser, 1st class, 3,709 tons,
 24 guns, 7,120 h.p., at Manila.
Takahachi, protected cruiser, 1st class 3,700
 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyo-da, protected cruiser, 1st class, 4,450 tons,
 27 guns, 5,500 h.p., at Kure.
Takasago, protected cruiser, 1st class, 4,227
 tons, 30 guns, 10,000 h.p., at Yokosuka.
Sumi, protected cruiser, 1st class, 2,750 tons,
 Capt. Shimamura, 24 guns, 8,500 h.p., at
 Japan.
Idzumi, protected cruiser, 1st class, 3,500 tons,
 20 guns, 6,080 h.p., Capt. Warita, at Japan.
Sat-yen, protected cruiser, 1st class, 2,300 tons,
 15 guns, 2,800 h.p., at Yokosuka.
Akitsuishina, protected cruiser, 1st class, at
 Manila.
Miyako, and class, 1,800 tons, 34 guns, 5,000 h.p.
 at Saseho.
Takekane and class, 1,764 tons, 15 guns, 2,400 h.p.
 at Shanghai.
Yeyama, 3rd class, 1,600 tons, K. Matsumoto
 to guns, 5,630 h.p., at Japan.
Taketsuki, 3rd class, 1,300 tons, Capt. S.
 Mastui, 12 guns, 2,887 h.p., at Japan.
Osagi, cruiser, at Taku.
Sayanami, torpedo-boat destroyer, 305 tons,
 Capt. J. Tikenonchi, at Japan.
Shojo and *Corvettas*.
Musashi, 160 tons, 10 guns, 1,600 h.p., at
 Yokosuka.
Katsuragi, 140 tons, 10 guns, 1,600 h.p., at
 Saseho.
Yamato, 140 tons, 10 guns, 1,600 h.p., at
 Chemulpo.
Tenryu, 1550 tons, 10 guns, 1165 h.p., at Fusan.
Kaimen, 1360 tons, 10 guns, 1125 h.p., at
 Saseho.
Amagi, 1,030 tons, 13 guns, 730 h.p., at Yoko-

Akai, 620 tons, 10 guns, 700 h.p., at Kure.
Ataka, 620 tons, 10 guns, 700 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chikah, 620 tons, 10 guns, 700 h.p., at Taku.
Saka, 620 tons, 4 guns, 400 h.p., at Saseho.
Izaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chino, 490 tons, 5 guns, 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin-Lui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.
Yakichio, gunboat, 4,000 tons, Capt. Yakis, a
 Japan

5,500 h.p., at Yokosuka.
Torpedo-boats.
Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shirakuki, 279 tons, at Kobe.
Kadusch, torpedo-boat destroyer, 331 tons.
Comdr. I. Ishida, at Yokosuka.
Kagero, torpedo-boat destroyer, 297 tons.

Skinkaya, torpedo-boat, 270 tons, Commander, Japan.
Akikawa, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.
Oboro, torpedo-catcher, 318 tons, Capt. Camada at Japan.
 14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p., at Japan.
 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p., at Japan.
 1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
 2 boats (Schichau), 90 tons, 3 torpedo-tubes, 4,300 h.p.
 4 boats (Harrow), 40 tons, 3 torpedo-tubes, 620 h.p.
 10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Fuso, at Kure.
Nanituwa, at Yokosuka.
Rinjo, armoured cruiser, 2,550 tons, 10 guns
800 h.p.
(used as gunnery training ship.)
Kanjiru, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Trukuba, wooden screw steamer, 4,980 tons
10 guns, 520 h.p., at Edojima.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns, at
Yokosuka.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons,
small guns.
(used as torpedo training ship.)

A Mail will leave:-
 For Hongay-*Per Ningpo*, to-morrow, the
 16th instant, at 9 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria, B.C. and Vancouver-*Per Empress*
of China, to-morrow, the 16th inst., at 11 A.M.
 For Swatow, Amoy and Tamsui-*Per Formosa*,
 to-morrow, 16th instant, at 5 P.M.
 For Europe, &c., India, via Tuticorin-*Per*
Madras, on Thursday, the 17th instant, at
 11 A.M.
 For Moji, Kobe, Yokohama, Victoria, B.C.
 and Tacoma-*Per Goodwin*, on Friday, the
 18th instant, at 11 A.M.

Printed and Published by **ETHELBERT**
FORBES SKERTCHLEY for The Hongkong
 Telegraph Company, Limited, at the Printing
 Office of the Company, No. 50, Queen's Road
 Central, in the City of Victoria, Hongkong.